



Monday, October 12th, 2020
Hood River County Transportation District
Hood River County Coordinated Transportation Plan Advisory Committee
224 Wasco Loop, Board Conference Room
Hood River, OR 97031
3:30pm – 5:00pm

Meeting Minutes

Attendees:

Advisory Committee Members: Lexi Stickel (PacificSource CCO), Britta Wilson (Providence Hood River, Volunteers in Action, Aging in the Gorge Alliance), Leti Valle (HRCTD Board Member), Rob Brostoff (HRCTD Board Member), Jeff Hecksel (Hood River County Administration), Rita Rathkey (Opportunity Connections)

Staff: Patty Fink, Amy Schlappi

Amy Schlappi started the meeting at 3:35pm.

Welcome

Amy welcomed the group and explained that the goals for today's meeting were to confirm that the draft strategies created by staff accurately reflect the discussion at the first Transportation Advisory Committee (TAC) meeting that took place on September 11, 2020. Discuss any changes which should be made to make the draft strategies more effective to create beneficial change within the community and to review the next steps in the Coordinated Transportation Plan process.

Jeff asked to confirm that if the group approves the strategies, would they be brought to HRCTD Board for final approval. Amy confirmed that is correct and expanded that after the TAC approves the strategies, the draft Hood River County Coordinated Transportation Plan (including the strategies) will be made available for the TAC to review and public comments to be made before it is presented to the Board at the November 18th meeting. There should be about a month where the draft plan will be available for the Public and the TAC to review.

Patty explained that by law CAT is required to create a Coordinated Transportation Plan (reflects specific target populations), the Transit Master Plan (reflects general needs within the county), and the Statewide Transportation Improvement Fund (STIF) plan which is essentially the implementation of those two plans. The next step for the TAC after the Board approves the Coordinated Transportation Plan is for another meeting in early December to decide the funding strategy for implementation and what priorities will be floated to the top to be funded for the next two years. Before the meeting you will receive an update on the projects that were part of the last STIF plan. At the meeting, staff will present priorities that they think are



important based on the Coordinated Transportation Plan, the Transit Master Plan, and the previous STIF plan.

Strategies for Identified Priorities

Amy asked those committee members who had not attended the previous meeting if they needed any background information. Rita and Jeff responded that they felt the meeting materials sent out beforehand were thorough and felt caught up.

There was general discussion as to what the best way would be to review the priorities and discuss any changes that needed to be made. Ultimately the group decided that they felt like they had enough time to review the strategies beforehand and felt comfortable with just discussing comments made by committee members. Kevin Liburdy who was unable to make the meeting had submitted five comments beforehand. The group went through each comment submitted and made changes to the strategy graphs to reflect the appropriate changes.

- First Comment: In the Information section, with regard to safety, responding to concerns about COVID-19 isn't called out specifically (vulnerable populations obviously are mentioned). Should plan strategies address COVID-19 specifically?
 - Discussion: Staff felt it was important to keep the strategy vague enough so that if there were funding opportunities for a variety of different health and safety issues that may pop up, CAT could apply for that funding. CAT cannot apply for funding if the topic is not discussed in a plan. However, staff feels that there is a way to make the strategy more specific about COVID-19 without being too specific. The group felt it was important to specifically state COVID-19 within the strategy and that it might actually make it easier to apply for some funding if COVID-19 is specifically called out.
- Second Comment: In the Capital section, with regard to permanent shelters and seating, I'm wondering if it makes any sense to include a Performance Measure about complaints/incidents at bus stops. I am not advocating for hostile architecture but, rather than simply establishing an objective of more shelters and seating, it seems important to make these improvements in a manner that does not result in a different set of problems such as may occur when people sleep in shelters.
 - Discussion: Staff felt this is an important Performance Measure and will add it. All committee members agreed.
- Third Comment: In the Capital section, with regard to increasing stop accessibility, this is intended to promote ADA accessibility ("levels of mobility") rather than access to stops for users traveling via different modes, correct? Patty mentioned that CAT may have access to financial resources and the ability be a partner when development occurs. In most cases new sidewalks are constructed by developers of property. New sidewalks and curb ramps must meet ADA standards. Rather than simply advocating, maybe the strategy could be for CAT to collaborate with the City, County and development community to improve accessibility to and around stops. For example, the City/County may not be able to compel a developer of a site in the middle of a block to fix/install a curb ramp at an intersection that's some distance away but perhaps CAT can find funds



and work with the developer to add that curb ramp when improvements to the site's frontage are engineered and constructed. Performance measures might include the number of new ADA curb ramps that are installed at street intersections within a certain distance from stops (or anywhere along routes). If this objective is more about accessibility to stops by different modes, it certainly makes sense to collaborate on construction of bike paths and perhaps bike storage facilities too.

- Discussion: Staff suggest adding "Recognizing that the City, County, and State are responsible for the development of sidewalks within Hood River County, CAT will be an active partner and provide resources where appropriate to meet joint goals of improved accessibility." All committee members agreed.
- Fourth Comment: In the Coordination section, under the objective for improved multi-modal options within Hood River County, the strategy also may be to collaborate with the City, County and development community to provide more multi-modal transportation options.
 - Discussion: Staff and committee members agreed this should be added. Jeff added that Odell and Parkdale specifically should be called out in the strategy.
- Fifth Comment: In the Coordination section, under the objective to coordinate with local and regional planning processes, is the strategy to develop a Transit Master Plan or update the 2017 plan?
 - Discussion: The answer is updating the 2017 plan.

Patty let the group know the process for updating the 2017 Transit Master Plan will begin within the next year and that we would like to collaborate with the county during the outreach portion of the plan and ask any questions the county deems important.

After all comments were discussed Amy asked if there were any other questions or concerns regarding the draft strategies. No comments were made. The group felt comfortable with moving forward with the draft strategies and the discussed amendments.

Next Steps

Amy will reach out to the group within the next week or so with the draft Hood River County Coordinated Transportation Plan for them to review. She will also inform them as to how the public will be able to provide public comment on the plan due to the restrictions placed on the process due to COVID-19. A doodle poll will be sent out to the group to setup a meeting to discuss the STIF plan in early December.

Public Comment

No public comments were made.

Adjourn

The meeting was adjourned at 3:55pm.